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# Community Advisory Committee Meeting #1

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August 16, 2012

Attendees: see sign-in sheets.

The meeting was called to order at 3:05pm. Questions and discussion are denoted in bulleted form below.

David Nguyen made opening comments and facilitated the introduction of CAC members.

Tony Barth and Brad Heimlich described CAC purpose, goals and objectives; and described the public involvement process, focusing on next week's first round of public information meetings (PIMs). In addition, they covered some project background information, and the alternatives development process. It was noted that the WisDOT study team has not yet developed any alternatives; the team wants to hear from the CAC, the public, and other stakeholders after sharing project features including physical condition, safety, traffic operations, and other factors. The CAC was encouraged to ask questions and offer perspectives throughout this first meeting, and into the future.

- Howard – For people involved in the 1996 study (the Major Investment Study – MIS – done on I-94 from Highway 16 north of Waukesha to downtown Milwaukee), one of the issues in how it ended was an issue of the integrity of the process. It seemed as if decisions were made politically related to funding availability, with no consensus or engagement of stakeholders. He would like an assurance that something has been learned from that project and outcome.
- Tony – yes; significant public, agency, and stakeholder engagement and coordination will occur throughout this study, at all stages.
- Howard – was involved during the 1996 MIS study, not during the regional planning commission's 2003 freeway reconstruction planning study. There needs to be some affirmation of the process so it doesn't happen again.
- Brad – we will remain vigilant about that. We will maintain dialog during the whole process. The Department is very proactive and collaborative, as demonstrated by the Marquette project and those that have followed. The significant majority of people involved say that the dialog during each of the recent projects (Marquette, I-94 North/South, Zoo) showed that project decisions and changes to alternatives have been made incorporating input and feedback. The decision-making process has been very transparent on each of these prior projects. We will work hard on this project to mimic that moving forward.

Jason Lynch presented project "purpose and need" factors, including such things as traffic volumes and operations, the physical condition of existing pavements and bridges, safety problems, and engineering factors that are below current standards and practices.

- Mike Duckett – The current traffic volume is 160,000 vehicles per day. How many was it originally designed for?
- Brad – 115,000 was the projected volume when it was built in late 50's/early 60's. The full metropolitan freeway system was never completed, which resulted in a concentration of additional traffic demand onto I-94.

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- Sandy Rusch? How do you come up with the forecast?
  - Brad - Regional planning commission looks at land use, traffic growth over time, vehicle miles traveled (VMT) and potential development and redevelopment throughout the study area and region. They look at short and long-term trends, access routes, transit usage and routes versus what has been, and is, in place for a transportation system.

Jason discussed the project schedule, highlighting major activities and milestone dates for primary project objectives and products.

- Mt. Calvary cemetery representative: what is the significance of the colors on the schedule?
- Jason – There is no significance; we will change the schedule to make them all uniform.

Brad Heimlich discussed the general/overall public involvement process, and then walked through the proposed Public Information Meeting #1 presentation, introducing CAC members to the process, schedule, alternatives development, EIS, and other study elements and features.

Following his review of the PowerPoint presentation, the floor was opened for questions and discussion:

- Bob Greene – You mentioned that you’ve already met with local county and other entities. Have they made recommendations or suggestions? If so, you could put suggestions from different entities about the project on easels, for public meeting attendees to see. Seeing the different ideas would clarify for residents what you’re looking for and help them see that there are other ideas from the “higher powers.”
- Brad – good idea, will do that.
- Beth – we will have handouts with lists of things they should consider when making suggestions. We also have a section of other suggestions that have been made. We want to acknowledge their ideas.
- Bob – what prompted my question is that the US 41 corridor near Oshkosh is impressive and was well thought out. For example, the city project on 27<sup>th</sup> Street is two years behind on construction. You mentioned development – the volume going down to the Valley is increasing dramatically and will continue to. This is just a year and a half. Will it all be brought out during the process?
- Brad – Absolutely it will all be incorporated. It is an aggressive schedule, but it is well thought out, and a very logical progression. We are willing to stop and backtrack or change things to make sure that the process is right.
- Alderman Murphy – most of this project runs through his district and he has been involved from the beginning. SEWRPC came out with a recommendation for a new lane of traffic, but the board overruled it. There is obviously a pinch point between the cemeteries. Is preliminary engineering considering not adding a lane? Would you consider building a double decker, a tunnel, or moving graves, etc.?
- Brad – we are nowhere near the point of answering those questions. We will be. We have the traffic forecasts from the Regional Planning Commission and are finishing up analysis of existing traffic operations. Only as alternatives develop will we apply that traffic and analyze the details. That is months down the road.
- Alderman Murphy – when will construction start?

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- Brad – It depends on a number of factors that nobody in this room has control over. Primarily, because it is a major project in legislative parlance, it will be up to the Transportation Projects Commission (TPC) to decide if the project proceeds following this study. The schedule for this project was developed such that, when the TPC meets in the fall of 2014, they can make a decision based on the EIS as to whether or not the project should proceed. Then, the legislature would approve any new funding to move the project to the design phase; we don't know what the funding picture is going to be. Subject to legislature and TPC and probably a half-dozen other factors, potentially we could be in the design phase in late 2014 or early 2015. Construction could be in the late teens or early '20s.
  - Alderman – Is it true that the preliminary budget is estimated to be about a billion dollars?
  - Brad – I am not aware of a preliminary number out there.
  - Alderman – Will this project be tied into the construction on the zoo project?
  - Brad – It would be a challenge (financially and from a traffic service perspective) to do any significant construction in this corridor (or others) while the Zoo Interchange is being reconstructed. Any start to I-94 would almost certainly wait until after the Zoo is completed, perhaps by a year or several years.
  - Alderman – On Bluemound there is already an increase in traffic and accidents. Problem will increase with the Zoo Interchange reconstruction. I am concerned about timing of the Zoo and this at the same time and the impact it will have on residential areas. The ring roads around Miller Park are not private roadways; is coordination with the Brewers happening?
  - Brad – Yes, they are a stakeholder and involved with both the CAC and Technical Advisory Committee (TAC).
  - Sandy – Are you also looking at the I43 corridor from Silver Spring up to Bradley at the same time ours is going on?
  - Brad – Yes, the studies will be occurring over the same 2-year period.
  - Sandy – Does one take precedence over the other?
  - Brad – It's too early in the process on both to know about funding and timing.
  - Sandy – That is a concern of our residents as well. How are we going to pay for this?
  - Emlynn – we share that concern.
  - Brad – As Jason showed on the schedule there are steps along the way for us to develop and then validate and truth cost estimates. On I43 or any other project out there, it is not just an empty phrase to say that it's all subject to funding availability and legislative approval. There have been a number of very long and valid discussions about how much should be bonded versus revenue on hand. All of those issues remain to be determined.
  - Katie Sanders – regarding the 1996 MIS recommendations: would those be classified as Replace-in-kind or a complete overhaul? Is it relevant today considering how the Marquette and Zoo interchanges have been run? Is it a possibility?
  - Brad – The recommendations were pretty far-reaching and included multi-modal: it included light rail and freeway improvements and increased transit all as elements. I would characterize those recommendations as extensive and intensive. Ultimately a consensus among local elected

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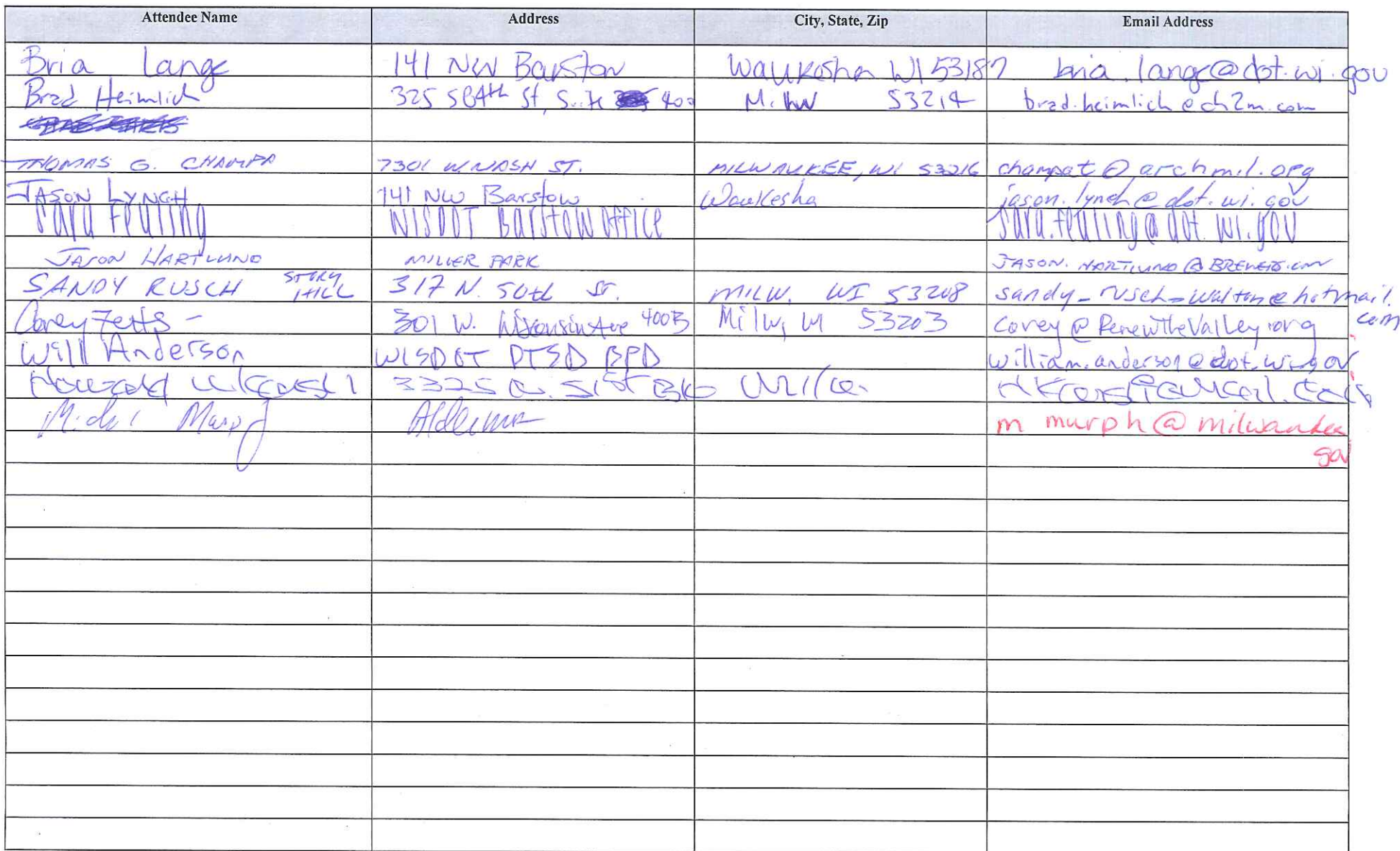
officials couldn't be reached. The Marquette emerged as a primary need and some elements were incorporated on that project, others weren't.

- Cheryl Nenn – In regards to the public meetings, we go to a lot and the informational board-style meetings don't get the desired effect. The public doesn't always know how to respond to them without some sort of context. Maybe a short presentation would be appropriate addressing issues to spark ideas as opposed to just random boards of information. Or small groups sitting around a map together might be a good idea to feed off of each other's ideas.
- Tony – We will have it heavily staffed. We'll engage people and try to get them to ask questions and direct them to areas to help generate ideas.
- Beth – One of the challenges with public meetings is that we want to make it as available as possible rather than having a set time. If it's too structured, it's less available. We will have people there and handouts. In the beginning there isn't a lot to react to – we are looking for input.
- Brad – The objective is for people to bring up details or concerns.
- Bob – It would be a great idea to have a prepared presentation. It needs to be reactive rather than proactive though so they aren't hesitant to participate. This will open up the thought process.
- Tony – we'll see if we can incorporate something or we could have a check-in process that explains their role.
- Sandy – appreciates chance to bring everyone together. I know what our viewpoint is, but I don't know what others are.
- Katie – You chose groups from the shaded areas?
- Beth – We initially drew a rectangle around the corridor and used a database to pull selected resident, business, and stakeholder information. We mailed out about 7,000 newsletters. We dropped off another 1,000 at public venues. We also used the database from a few previous projects and e-mailed a link to the newsletter and information about the PIMs to another 400 or 500 people as well.
- Julie – We would be happy to have you advertise in the Jewish Chronicle. People most impacted don't receive the newsletters. I would also be willing to hand them out.
- Katie – Are they available electronically?
- Beth – Yes – they are on the website.
- Cory – On big projects, we like to have presentations at business association meeting. It's the 3<sup>rd</sup> Thursday over lunch...the 20<sup>th</sup>.
- Brad – we'd love to participate; please forward logistics and we'll get it on the project calendar.
- Brad then closed the meeting, thanking CAC members for their time and encouraging their continued involvement as the study progresses.

The meeting adjourned at 4:25pm.



**ATTENDANCE RECORD**  
**Community Advisory Committee Meeting #1**  
**I-94 East-West Freeway Corridor Study**  
**Thursday, August 16, 2012**







U.S. Department of Transportation  
Federal Highway Administration

## ATTENDANCE RECORD

**Community Advisory Committee Meeting #1  
I-94 East-West Freeway Corridor Study  
Thursday, August 16, 2012**

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# Community Advisory Committee Meeting #2

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## December 4, 2012

Attendees: See sign-in sheets

Called to order at 1:05 p.m.

David Nguyen thanked everyone for participating and asked everyone to introduce themselves.

Tony Barth said that feedback is very important to the process and that comments are always welcome. He explained that the purpose of this meeting was to update CAC members on study progress, and to provide a preview of PIM #2 (boards, information, feedback sought, etc.). He explained that it will be an open-house format with a looping power-point demonstration available at all times. Several WisDOT representatives will be available, and all of the displays shown today will be displayed at the PIM sessions. He stressed that the options shown are not final and the impacts (cost, real estate, etc.) are not quantified this early in the project.

Jason Lynch explained handouts (attached)

- Schedule update
- “Funnel” (screening process)
- “Monopoly board” (NEPA process depiction)
- Summary of PIM #1 Comments: Jason explained how comments can be submitted (post-it-notes at PIM, phone calls, written and e-mailed comments) at any time.
  - Jezamil Vega-Skeels – Noted that Zones 8 or 9 only have comments from the north side. She asked if comments were received from the south side.
    - Jason responded that he received comments from a broad range of representatives and neighborhood groups.
- Preliminary data about local traffic and commuter traffic numbers
  - Exemplifies that the freeway is being used by a significant percentage of local travelers, and doesn’t only cater to long-range suburban commuters.
  - Some aerial travel pattern data, obtained using a helicopter, will also show how much traffic is local vs. commuter. The data should arrive in the next few weeks.
- Cemetery area challenges
  - Area is landlocked by cemeteries. WisDOT is trying to avoid impacting graves as part of the project. The board described depicts what the different types of double-deck structures might look like (all above existing ground, all below existing ground, or a combination of both).

- Again, impacts will not be available until Spring of 2013 when options are narrowed down and after more engineering work is completed.
- Jenny Stonemeier asked if WisDOT has a rough idea of how a double-deck would impact the area.
  - Jason said there are a lot of impacts (environmental, etc.), but the primary goal would be to not impact the graves.
- Cheryl Nenn: 1) Why do the lane numbers differ on the handout? 2) Why is the traffic going in one direction on top and a different direction on the bottom? 3) Noted that it would be visible from neighborhoods that can't currently see the freeway from their homes.
  - Tony explained that the board demonstrates there are options to how we can do this. The number of lanes hasn't been determined yet. That option shows the traffic going different directions on different levels, but that is only one way the option would work.

Brad Heimlich introduced Tom Pettit, the design lead who walked through the design options by project segment. Brad encouraged the committee to ask questions as Tom provided the walk-through. He noted that following Tom's presentation, this meeting would adjourn to an open-house format, for CAC members to walk through the boards and ask additional questions.

Tom's presentation included the following:

- Noise barriers – we will be looking into noise issues and deciding if noise barriers are feasible and effective. Right now we are too early in the process to be able to make those determinations.
- Feedback from PIM #1. We have received some conflicting comments (i.e. "fix congestion" and "the freeway is only congested during rush hour, so don't add lanes"). We appreciate feedback and encourage you to continue making comments. Primarily, the main comments received were about maintaining access along corridor. The current interchanges and ramps create turbulence, and degrade traffic operations and safety performance. The study team's goal remains to decrease turbulence and maintain access wherever possible, with an eye on impacts and cost.
- Based on preliminary traffic and travel pattern data, 3 of every 4 trips start or end within this corridor (not trips from Waukesha County to downtown Milwaukee, or vice versa), so access is important.
- Explanation of the format of the design option drawings (color coding, traffic diagrams, and typical sections)

Tom then reviewed the initial design options developed by the project team. He explained that the team tried to develop maps that represent each of the different options without being too overwhelming.

- Replace in Kind
  - Traffic diagram demonstrates that it doesn't work (cannot handle future-year – 2040 – traffic volumes)
  - Crash data shows that it is very dangerous due to turbulence, narrow shoulders, and other design deficiencies



- Does not meet Purpose and Need objectives, as identified in Section 1 of the upcoming draft environmental impact statement
- Spot Improvements
  - Minor, unique-location construction designed to improve traffic operations and/or safety concerns, without rebuilding the entire corridor (lower-cost than full reconstruction and modernization)
  - Any of these individual, or accumulated, improvements will not solve the problems identified as Purpose and Need objectives, on their own
- West Leg
  - Braids (one ramp goes over the other – traffic streams don't cross)
    - Safe; maintains access at interchanges; no weave distance
    - Significant footprint ; cost a lot of money, with new bridges
    - Provides higher level of service without impacting cemeteries
    - High capacity
  - CD (collector/distributor roads)
    - Both braids and CD roads are viable solutions that maintain access
    - With four lanes in each direction, CD will serve future traffic volumes
    - Weaving would occur on CD roads, not on mainline
    - Sandy Rusch– so you would need to know where you're going in advance
      - Tom – the signs will be the same, but drivers will, in some cases, exit onto CD roads in advance of where they leave the freeway today
    - Sandy – Hawley Road appears different on these options than it is configured now
      - Tom – We're showing various ways this may happen. It's something we're looking at and accepting comments on, but it's too early to know what is going to happen at Hawley Road (or in other locations) yet
  - Mainline with adjacent arterial
    - Arterial would have a lower speed and signals at several intersections, but access to existing interchange cross streets (and other city streets in-between) would remain
    - Cheryl asked if there is an option that will not include a double-deck through cemetery.
      - Tom said that it will be shown next.
- Cemetery section
  - Explained level of service and color-coding scheme: red = poor, orange = better, yellow = better, green = best (least congestion)

- David explained that a “D” level of service has been deemed acceptable for this project and that the level of service letters aren’t in sync with letter grades from school. “D” is not below average; it equates to modest congestion in the busiest hours of the day (perhaps 5-10 mph slower operation than the posted speed limit)
- 4 lanes each way
- David discussed importance of shoulders in case of accidents
- If an alternative without a double-deck were built, traffic analysis tells us that both the Hawley Road and Mitchell Boulevard interchanges would require closure or elimination
- Three lanes each way with CD/arterial/frontage – close to level of service D
- Jenny asked if the volume is based on current volumes
  - Tom and Marty Hawley both said that it’s based on projected volumes
- David explained that, over the course of the 40 years I-94 has been in-place, traffic has grown from a planned-for 110,000 vehicles per day to the current volumes at or above 160,000 vehicles per day. Twenty years following construction, those volumes are expected to be 180,000 or more
- Stadium Interchange
  - System (freeway-to-freeway) interchange options: “stacked” (4-level free-flow) and “turbine” (2- or 3-level free-flow)
    - Typically used in metropolitan areas with two crossing freeways carrying heavy amounts of traffic (Marquette and Zoo Interchanges in Milwaukee)
    - The stacked interchange is built “up”, while the turbine interchange is built “out” (i.e., it has a much larger footprint); however, both serve the same purpose, and both handle design-year traffic volumes very well
    - The turbine design option also shows a 2<sup>nd</sup> interchange within it called the “key”, because it looks like a door key), which would replace the Mitchell Boulevard interchange and provide access to parking lots at Miller Park and to the nearby neighborhoods
  - Diamond/Single point urban interchange with CD road
    - Signalized intersections along Highway 41/Miller Park Way, instead of free-flow freeway conditions
    - Single point urban interchange – 3 level (keeps north-south through traffic moving without having to pass through a signal, like the 2-level Single Point interchange would)
    - Left-turning movements are combined onto a 3<sup>rd</sup>, separate, level
    - Handles future traffic volumes well
  - Echelon

- Somewhat similar to the existing interchange between Highway 45 and Capitol Drive, north of Mayfair Mall (Capitol on the bottom level, US 45 on the top level, and the ramp traffic and intersections on the middle level)
  - Tom explained that, for each of the legs and project sections, different parts of each option can likely be mixed and matched with other features. The purpose of these drawings at this stage is to get a general idea of what absolutely won't work and what will work.
  - Jason – we also have a binder of dozens of other design options investigated. None of those satisfied Purpose and Need objectives, and at this point have been dropped. They will, however, be available for review at the December PIM.
  - Sandy Rusch asked for clarification of rumors about making Highway 41 a boulevard with signals instead of being free flow.
    - Tom said that change is suggested in at least a few of the plans developed so far, but no definitive decisions on Highway 41 have been made yet.
  - Brad explained that, while 41 is not being used at the levels intended because the full Milwaukee County freeway system was never completed, the roadway still carries a significant amount of traffic, similar in volume to the highest volume segments of Bluemound Road, Mayfair Road, or Capitol Drive in the metropolitan area
- East leg
    - Tom reviewed options that include braids, CD roads, frontage roads with a split diamond interchange between 35<sup>th</sup> and 27<sup>th</sup> Streets, a reconfigured diamond interchange with all ramps directly to 27<sup>th</sup> Street, and an option that removes the existing 35<sup>th</sup> Street interchange
    - Tom also discussed that several of the East Leg options show a realignment (or shifting) of the I-94 freeway lanes to the south, to improve sight lines and curves along the freeway between 35<sup>th</sup> Street and 16<sup>th</sup> Street. This realignment is not a given, but it is being shown as a possibility; the freeway could stay on its existing location and avoid several business impacts near 25<sup>th</sup> and St. Paul
      - Jezamil noted that some options eliminate the 35<sup>th</sup> Street interchange. She expressed concern about the impact on other roads if 35<sup>th</sup> was eliminated and if this was considered.
        - Tom said we do have options that eliminate 35th, and they work well, but 27th St. would remain. Eliminating 35th would address weave on the mainline. There would be significant challenges. Impacts on other roads still have to be analyzed and could eliminate that option. There is no consensus as to whether or if removal of the 35<sup>th</sup> Street interchange is preferred, or even feasible, at this stage of the study
        - Brad said we will also look at the feedback from PIM #2 from the public

- Bethaney Bacher-Gresock – we will also be looking at environmental, socio-economic impacts, and other factors to help the team determine the preferred course of action
- Carol Robinson asked if all the braids take up the largest footprint or just the one on the east leg?
  - Tom said they do not necessarily. These are just preliminary drawings to show how they work. Real estate impacts, ATC corridor, and other factors and important land uses all have to be investigated to a greater level of detail. That work will occur following PIM #2.
- Carol – is double-deck an option in other parts of the design or just the cemetery?
  - Tom – we don't have a plan up but that could show up by the end of the process.

Tony recapped the dates/places of PIM #2:

- Tommy Thompson Center 12/5
- Marquette University High School 12/6
- Both meetings will be the same, and both will run from 4pm to 7pm

Tony then talked about what the next steps are for the project:

- There is a user survey that has been created and is available on-line and at PIM. Everyone is encouraged to participate. WisDOT would like to distribute the survey to employers and others in the study area for a broader distribution, as well.
- Section 2 of Draft Environmental Impact Statement will be completed in early 2013.
- We will know more about the impacts and narrow the range of alternatives in January or February.
- Draft Environmental Impact Statement will be completed by, and the Public Hearing is planned for, Fall of 2013
  - Al Pinckney asked if there a list of priorities, including public concerns. At what point do those priorities determine the project?
    - Bethaney said we know what some of the needs are (traffic, safety, access) and then others come into play (public interest, cost, environmental etc.) down the road to inform decision-makers. A balancing act comes into play when we start to finalize the alternatives.
  - Al – why isn't money a concern right now?
    - Bethaney – that concern/factor is there, but we have to find out about funding later. We cannot make decisions based upon money at this time. Addressing user safety and traffic operations is the study team's priority at this point.

- Brad said we don't have a set formula about how these factors impact design decisions (i.e. safety is a certain percentage, money is another percentage) and it might be thought to be easier if we did. However, we need to follow the process and the priorities will be looked at when making decisions. Each project is unique, and until all the facts are established, it is both unfair and impractical to infer what factor(s) become driving elements of the decision-making process and outcome.
- Bethaney – explained that the Purpose and Need Statement is the first draft of identifying what needs to be addressed. This can be found on the website.
- Jezamil – how are you incorporating our comments into the Purpose and Need?
  - Brad – we finalized our draft of the Purpose and Need statement after PIM #1 comments were received. It will evolve as we go through this process. The final Purpose and Need section will reflect all comments as received throughout the study process.
- Kristi Chuckel asked if there is a way to comment if you don't attend the PIM.
  - Jason said that comments can be e-mailed or sent in by mail. Phone calls are also encouraged. We won't cut off the comment period at any specific point, however. Comments will be accepted throughout the process.
- Kristi Chuckel – asked about the timeline for the project and how it relates to the Zoo Interchange
  - David explained that it is unlikely that this project and Zoo Interchange will be built at the same time. The schedule for all the projects is, as always, dependent on funding availability and other priorities.
- Rana Altenburg – based on her experience working with WisDOT on the Marquette Interchange project, they have always been very responsive to community concerns and input.
- Jenny from the Jewish Federation – please get the newsletter online as soon as possible so they can share information with people outside the project geography.
  - Emlynn Grisar – the website will be a big benefit to communicating project progress
  - Jenny mentioned that the main communication tool for their organization is the Jewish Chronicle and they will direct people to the website for project information
- Jezamil asked that the newsletter be made available in both English and Spanish.
- Kriss Schulz – asked if any leg of the project will be a priority over the other legs. She expressed concern that east and north leg changes could negatively impact access to Marquette High School.

Emlynn Grisar explained that the options will be on the website; due to the complexity of the options, there likely will also be audio clips to narrate the options for site visitors.

David asked for patience with the process and reiterated that we are not anywhere close to making any final decisions on impacts.

Meeting adjourned at 2:45 (open-house was conducted until 3:00).



U.S. Department of Transportation  
Federal Highway Administration

**ATTENDANCE RECORD**  
**Community Advisory Committee Meeting #2**  
**I-94 East-West Freeway Corridor Study**  
**Tuesday, December 04, 2012**



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# Community Advisory Committee Meeting #2

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**Project I.D. 1060-27-00; I-94 (70<sup>th</sup> St. – 25<sup>th</sup> St.); Milwaukee County**

Tuesday, December 4<sup>th</sup>, 2012; 1:00 – 3:00pm

WisDOT Milwaukee Office, 1001 W. St. Paul Avenue; Wisconsin Conference Room

- I. Introductions and Opening Comments
- II. Recap of CAC Meeting #1
  - study objectives, process, schedule, and CAC objectives
  - any comments or concerns with minutes from CAC #1?
- III. Status Report/Update
  - Updated project schedule
  - Alternatives development and screening process
  - Project process (update)
  - Feedback received at PIM #1, and the team's actions resulting from that feedback
  - Corridor traffic patterns
  - Cemetery-area challenges
- IV. Review of Initial Design Options Developed by Project Team
  - Replace-in-Kind
  - Spot Improvements
  - West Leg
  - Cemetery Area
  - Stadium Interchange
  - East Leg
- V. Public Informational Meeting #2 Preview; Next Steps
  - Wednesday and Thursday this week (same content for both sessions); open-house format
  - Comment period through year-end
  - Prepare Section 2 ("Alternatives") for the Draft Environmental Impact Statement
  - Screen design options based on TAC, CAC, agency, public, and stakeholder input and engineering team analyses
  - TAC/CAC/PIM #3 scheduled for May 2013 (detail on final range of alternatives)
  - Draft EIS completed and Public Hearing conducted in Fall 2013
- VI. Concluding Comments, Questions



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Federal Highway Administration

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**Tuesday, December 04, 2012**



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U.S. Department of Transportation  
Federal Highway Administration

**ATTENDANCE RECORD**  
**Community Advisory Committee Meeting #2**  
**I-94 East-West Freeway Corridor Study**  
**Tuesday, December 04, 2012**



Attendee Name	Address	Phone	Email Address
JEFF BAUER	CH2M HILL	414-247-0323	Jeff.Bauer@ch2m.com
Carol Robinson	Girl Scouts of WI SE	414-443-3976	crobinson@gswise.org
Mike Schuman	Spring Hill Cemetery	414-526-3525	mds@mdschumanlaw.com
Michael Murphy	Alzheimer	286-2221	
Carey Zesty	MVP	274-1165	Carey@seventheaven.org
Mandy Lawley	HNTB	414-331-4685	mhandley@hntb.com
Cheryl Nenn	Milwaukee Nurseries	414-287-0207	cheryl.nenn@milwaukee-nurseries.org
Rana Altenburg	MU	414-288-7430	rana.altenburg@marquette.edu
Elana Kahn-Oren	Jewish Community Relations Council		elanao@milwaukeejewish.org

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U.S. Department of Transportation  
Federal Highway Administration

**ATTENDANCE RECORD**  
**Community Advisory Committee Meeting #2**  
**I-94 East-West Freeway Corridor Study**  
**Tuesday, December 04, 2012**



Attendee Name	Address	Phone	Email Address
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# Community Advisory Committee Meeting #3

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## March 20, 2013

Attendees: See sign-in sheets.

Called to order at 2:10.

David Nguyen thanked everyone for coming and asked for introductions.

Tony Barth reviewed the first ten slides.

Charlie Webb reviewed Draft EIS info and Development of Alternatives slides.

### Comments/Questions received:

- West leg
  - Paulette Enders asked if we have a drawing of the 68<sup>th</sup>/70<sup>th</sup> Street diamond concept.
    - Charlie said the team would e-mail a drawing to Bill Porter, Wauwatosa DPW Director.
- Cemetery
  - Ald. Michael Murphy asked for clarification that the at-grade option eliminates access. He expressed his opinion that eliminating access is unacceptable. He then asked if the tunnel option is still on table
    - Charlie explained that part of the double-deck, if it is chosen, could be underground, but it's not a true tunnel. The tunnel option was cost prohibitive.
  - Michael asked if it was legal to have no shoulder.
    - Charlie said that for 3,000 feet it is an option, but the cost difference has to be determined to see if it's worth it.
  - Michael asked how the traffic would be impacted with the 3+3 option.
    - Charlie responded that the level of service (LOS) would be an F if access remained in place.
    - Wes Shemwell/FHWA responded to question of legality by saying that FHWA doesn't like "no shoulders", but it is a valid alternative that should be considered.
  - Michael asked what the LOS would be with the double-deck.
    - Charlie replied a D or C LOS.
  - Al Pinckney asked if WisDOT has data to support the safety of 11 versus 12-ft lanes.
    - Charlie said that the team is in the process of studying what the safety/crash performance expectations would be if that alternative is chosen.
- Stadium Interchange
  - Michael asked if I-94 could be moved farther south.

- Charlie said that it could.
- Michael asked if WisDOT would consider having an entrance going into Miller Park but not exiting.
  - Charlie said that idea could be explored, but generally full interchanges, on and off at same place, is the norm. However, there is no prohibition against it.
  - Wes stated that, from an FHWA perspective, a partial interchange would be difficult to justify.
- Michael said that the current congestion is because of tight spacing of entrances and exits. He said that WisDOT can't close Mitchell Boulevard because it's the 2<sup>nd</sup> largest tourist spot in state.
  - Charlie stated that reducing access from two interchanges to one could have significant impacts.
- Al asked for clarification on the 68<sup>th</sup>/70<sup>th</sup> Street access, specifically that the exit is at 68<sup>th</sup> Street and the entrance is at 70<sup>th</sup>. He asked if it would be a diamond.
  - Charlie said only one option keeps the current design. The other options have the ramps connect at 70<sup>th</sup> street.
- Bob Greene asked if WisDOT is trying to create a suburban-type freeway in an urban environment, with wider interchange spacing. He asked if that was considered when looking at elimination of access. He mentioned the C-D roads as an example.
  - Charlie referred to the C-D roads on I-94 just south of downtown, which is considered an urban freeway. He pointed out that the guidelines for an urban freeway suggests interchanges every mile (as a minimum), while the guideline for suburban freeways suggests interchanges every three to five miles. The I-94 E-W interchanges are currently every ½ mile. He stressed that planning for a LOS D is based on a densely-developed urban setting. The goal is not to become suburban.
- Joshua Ellis asked if 35<sup>th</sup> Street can be designed similarly to the planned Bluemound Road/US 45 interchange, using braided ramps to eliminate weaving and improve flow.
  - Charlie said that braids and frontage roads are both being considered, both of which keeps 35<sup>th</sup> Street access. The elimination of 35<sup>th</sup> Street is only one option of the three still under consideration.
- Joshua asked if the decision is based more upon technical aspects or just cost.
  - Charlie replied that, if the operations are comparable, cost does become the primary consideration. The freeway can be narrower if braids aren't utilized.
- Joshua asked if impacts to local roads are considered.
  - Charlie replied that they are considered, and traffic studies are being done at this time regarding potential diversion of freeway-bound traffic to local roads.
- Joshua asked what the impact would be if 35<sup>th</sup> Street was removed.
  - Charlie said that traffic could divert to parallel streets such as National Avenue, Wisconsin Avenue, or State Street. He said there would be more traffic on 27<sup>th</sup>



Street and Miller Park Way. He referred to the earlier slide about the meetings being done to determine indirect effects and how the design might impact specific businesses or neighborhoods.

- Questions/comments

- Michael asked if the FHWA considers that mass transportation has been disinvested in regionally when they award funding.
  - Wes clarified that the state gets a certain amount of money to spend, but the decision of where to spend it isn't made federally. The State of Wisconsin decides where to use it, but the project does have to be consistent with the Regional Plan if using federal funds.
- Michael said he was curious because he had heard of a lawsuit on Zoo Interchange project.
- Chris Hiebert/SEWRPC explained that the Regional Plan includes addressing the residual congestion through capacity expansion following an optimization of land use and development, and the more-than-doubling of mass transit as it exists today. Operational improvements (better signal timing, use of parking lanes for travel, improved ramp metering, and other strategies) take precedence over roadway improvements.
- Michael said that he has read the report. He understood that the plan recommended against widening and that it was overridden.
  - Chris Hiebert responded by saying that, during the freeway reconstruction study, Commission staff made no recommendation regarding the widening of freeways generally within the City of Milwaukee (19 miles of freeway) which includes the segment IH 94 currently under study, recommending that during preliminary engineering the maintaining or adding capacity would be specifically considered and that the plan would then be amended to incorporate the outcome of the preliminary engineering study. The advisory committee rejected the Commission staff's position, and recommended that the additional lanes be included, recognizing that the outcome of preliminary engineering, where alternatives with and without the additional lanes would be considered, would either confirm or require an amendment to the plan recommendations. City of Milwaukee representatives on the advisory committee and some Milwaukee County representatives did not support this recommendation.
- Michael said the other issue is that other options need to be considered. He said that the Governor cut mass transit aid by 10% so the plan isn't being followed.
- Rep. Daniel Riemer asked about how much the options cost.
  - Charlie said cost estimates will be available in May.
- Joshua asked for more information about screening decisions.
  - Charlie responded that after PIM #3 in May, alternatives will start to fall off once we combine cost estimates and more detailed traffic analysis.
- Chris explained that the Regional Plan doesn't mandate widening. He said that the recommendations to come out of the EIS and preliminary study will result in reflection

on the original plan; SEWRPC's planning recommendations are advisory, not mandatory. SEWRPC does support multi-modal options.

- Michael said that the public is left in a no-win situation and are left with only one option – using a car and the freeway. He said that the citizens of Milwaukee have very few opportunities to commute west. He's concerned that people are unfairly forced to buy cars and nobody seems to care.
- Natanael Martinez asked if the responses to the alternatives received after the PIM are available to review and if the information had been tabulated into charts or graphs.
  - Charlie said that the comments received are analyzed for repeating messages, but generally speaking, removal of access is the most common comment received.
  - Beth Foy said that feedback is also received that wasn't part of the PIM and aren't represented in the PIM summaries. She said that consideration would be given to putting boards together that break down PIM feedback and neighborhood feedback separately.
- Natanael suggested the information be put on website.
  - Beth said that WisDOT is working on putting comments on the website.
- Natanael asked how the dropped options were screened.
  - Charlie said it is based on cost at a very high level and that, other than double-deck, many are comparable in cost. He said traffic analysis and public reaction are the two biggest influencing factors. The factors are not weighted and the decision is a matter of degree: safety, performance, public, traffic, cost, and local government.

David closed by saying that WisDOT is going to take the issues brought up back to the team, like the Mitchell Boulevard access for VA, Story Hill, and the Brewers. He emphasized that the noise and air impact will be considered in the double-deck option. He asked that the public continue being patient, and keep providing comments. He requested the committee stay involved because there is more than a year to go during the study phase. He said that the alternatives will be refined further at the next PIM, and he urges the committee to provide comments that will best meet the needs of the group they represent.



U.S. Department of Transportation  
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**ATTENDANCE RECORD**  
**Community Advisory Committee Meeting #3**  
**I-94 East-West Freeway Corridor Study**  
**Wednesday, March 20**



Attendee Name	Address	Phone	Email Address
Corey Ziegler	Menomonee Valley Partners 301 W. Wisconsin Ave #400B 53203	414-274-4655	Corey@MenomoneeValley.org
Dennis Black	EARL SCOTT OF WISC SOUTHERST 131 S. 69TH ST MILWAUKEE, WI 53214	262-707-4878	dblack@cs.wisc.edu
Katie Sanders	Bluemound Heights 69 N. 66th St. 53213	414-763-9632	Katie.Sanders@yahoo.com
Joshua Ellis	Marquette University High School 3401 W. Wisconsin Ave.	414-933-7220	ellis@muhs.edu
Will Anderson	WISDOT 4802 Shoboygan Ave. madison, WI	608-266-9663	william.anderson@dot.wi.gov
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AL Puckney	1200 S. 70th St WEST ALLES WI	414 456-1744	Puckney@state.wi.gov
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Michael Murphy	Alderman	286-3763	

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**ATTENDANCE RECORD**  
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**I-94 East-West Freeway Corridor Study**  
**Wednesday, March 20**



Attendee Name	Address	Phone	Email Address
Bob Greene	461 N. 35 <sup>th</sup>	933-7577	bobg@mpna.org
Paulette	Tosa		
Howard Karsh			
Chris Hubert	SEWRPC		

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# Community Advisory Committee Meeting #4

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## May 15, 2013

Attendees: See sign-in sheets.

Dave Nguyen called the meeting to order at 1:35 and the group introduced themselves.

Tony Barth thanked the group for coming and reminded them that the next public information meetings (PIMs) are to be held next week. He walked through a slide presentation about the corridor, its unique qualities, project challenges, and the current status of the project schedule, the environmental impact statement, PIM #4, the importance of public comment and concerns, design modifications made as a result of feedback, and next steps for the project. Tony stressed that the alternatives are NOT final and that further feedback is crucial to the project's ultimate success.

Brad Heimlich emphasized that the project remains a work in progress. He presented the range of alternatives that the study team is focusing on as being responsive to project purpose and need objectives, and requested feedback after the presentation. He then explained the visualizations prepared, which portray the look of various alternatives from different vantage points for several of the improvement options.

The floor was then opened for feedback from CAC members.

### Comments/Questions from CAC Members

- Natanael Martinez expressed concern about the 35<sup>th</sup> street interchange being permanently eliminated in the future. He asked if the project would reconsider that alternative again, or if it is definitely off the table.
  - David said that elimination of the 35<sup>th</sup> Street interchange is doubtful.
- Jezamil Vega-Skeels thanked the team for doing such a great job with making the plans easier to read. She then asked if the City's feedback supporting Replace-In-Kind or Spot Improvements over Modernization concepts would affect this project.
  - David said that the City's feedback is important, as is the feedback of all stakeholders.
- Jezamil asked if the meetings would still occur, given the City's request to slow the project in light of the legal issues pertaining to the Zoo Interchange project.
  - David said yes.
- Sandy Rusch-Walton asked for verification that 8 lanes are needed throughout the corridor for the remaining Modernization alternatives.
  - Brad explained that the traffic and safety Purpose and Need factors cannot be satisfied without additional lane capacity being included as a design element.
  - David clarified that the level of service (LOS), or traffic operations, requirements couldn't be met without going to 8 lanes.
- Sandy asked if the at-grade option was going to be eliminated.

- Brad said that there are some significant concerns regarding that alternative, specifically with respect to driver safety, traffic operations, and access to adjacent neighborhoods, businesses, and the cemeteries.
- David said that if we decided to build at-grade to meet standards (lane width, shoulders, and keeping the Hawley Road interchange open), a significant number of graves would be impacted.
- Sandy asked if only the “all-up” option would be done for double-deck and would it be the height originally expected earlier in project.
  - Brad said that we are looking for feedback and that nothing is definitive at this point. He explained that part of the double-deck has to be all up to maintain Hawley Road access. He said that all-up is lower cost and somewhat easier to build, but there are pros and cons to everything and the team wants feedback.
- Sandy asked about the “Brewer bump” (the realignment of I-94 to the north to avoid County Stadium and now Miller Park parking areas), and said that it looked like the team had not eliminated that as much as might be possible. She wanted to know how far south the freeway would come.
  - Brad showed on the map where impacts would be, and indicated that I-94 had been moved further to the south adjacent to the Story Hill neighborhood.
- Sandy said she appreciated that the group was looking into specific issues and impacts to neighborhoods.
  - David said that the Brewers’ representative had attended the TAC meeting in the morning, and that parking was discussed. He said the team is listening and will work with them and others to strike a balance between needs and impacts.

David continued to show Design Modifications slides. He explained that:

- St Paul Avenue designs show continuous east-west movement
- The designs for the Stadium Interchange all shift the interchange, and I-94, to the south
- Hunger Task Force building will remain as-is

#### Stadium

- Christina Camps said that Hawley Road access is crucial to their building (CBS 58 facility). She wondered how mass transit would be affected and also if a double-deck would impact their transmission signal.
  - David said that internally WisDOT also has people who work near their facility and they share the same concerns about access.
  - Christina will set up a meeting with Jason with Channel 58.
- Bob Greene asked if there were comparisons done with other areas. He also wanted to know if other mitigation models had been done. He said he believes that the west leg of Marquette was overbuilt. He wanted to know if there was a way to gate off certain areas and limit access.
  - Brad explained that we are doing traffic modeling to look at how the movements would work under varying access situations. The team will have a better answer to his question by late summer/early fall.



- Bob asked about prior resurfacing. He said a lot of damage had been done to Merrill Park at that time.
  - Brad said WisDOT will utilize a traffic mitigation process, considering both long and short-term impacts. Traffic diversion is considered during construction and after the freeway is finished. Improvements to the pavement on side streets will be considered.
- Bob asked what would happen if funding didn't come through.
  - Brad said we don't know yet, but that a lot of things could still change. There are a lot of variables.
- Natanael wanted to know if there were funds set aside for improvements or repairs done for side roads that are impacted by this project.
  - David said that we do dedicate a certain amount of funding to that process. We work closely with the cities.
  - Chris Fornal mentioned that roads damaged by construction activity are also repaired by project funds.
- Kriss Schulz asked how they will decide which is on top (east or west bound).
  - Brad said there are a lot of different factors, including ramp access, signing, and others. Sightlines are a big factor, sign visibility is also a consideration, but it's all a work in progress.

Brad asked if there were any more questions, and then invited the group to look at the alternatives and PIM displays. The project team then answered one-on-one and small-group questions at the boards for the remainder of the meeting.

The meeting concluded at 4pm.



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**ATTENDANCE RECORD**  
**Community Advisory Committee Meeting #4**  
**I-94 East-West Freeway Corridor Study**  
**Wednesday, May 15th, 2013**



Attendee Name	Address	Phone	Email Address
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Steve Percival	CBS58	414-788-3339	stpercival@cbs58.com
Katie Sanders	169 N. 66th St. 53213	414-763-9632	Katie.Sanders@yahoo.com
Tony <del>Brown</del>	WisDOT		Tony.Brown@wis.gov
Leslie Pruitt	131 S. 64th 53214	414/443-3902	lpruit@regisinc.org
Diane Braundt	6737 W. Washington 53214	414 302 9901	diane@wawmcharlu.com
Will Anderson	WisDOT	608 266 8663	william.anderson@dot.wis.gov
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Josh Ellis	Marquette Univ. HS	"	ellis@muhs.edu
Chris Fornal	City of Milw.	414-286-2452	chris.fornal@milwaukee.gov
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ATTENDANCE RECORD  
Community Advisory Committee Meeting #4  
I-94 East-West Freeway Corridor Study  
Wednesday, May 15th, 2013



Attendee Name	Address	Phone	Email Address
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**ATTENDANCE RECORD**  
**Community Advisory Committee Meeting #4**  
**I-94 East-West Freeway Corridor Study**  
**Wednesday, May 15th, 2013**



Attendee Name	Address	Phone	Email Address
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Mr. Pouchner	1200 S. 21st St West Allis	414 452 5344	Pouchner@wisc.edu
Bob Greene	461 N. 35th	(414) 933-7577	bobg@imprn.org
Cory Zales	301 W Wisconsin Ave 400B	274 4655	Cory@KewaTheValley.org
Jamie Webb	WisDOT-co	608-767-9806	
Kevin Ronnie	Hunger Task Force		
Keegan Dale			

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# Community Advisory Committee Meeting #5

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## July 29, 2013

Attendees: See sign-in sheets.

Called to order at 10:30am

Tony Barth thanked everyone for coming and asked for introductions. Tony went through project background, schedule, and status of study. He explained how the current range of alternatives were determined, and reviewed the exhibits that will be shown at PIM #4 later in the week. He emphasized the importance of continued public feedback.

- Cheryl Nenn asked whether a formal scoping process was included, and whether or not there would be a scoping hearing.
  - Charlie Webb explained that the project's scoping process was conducted early in the study, involving a wide range of agencies. There was no formal hearing conducted (or required) as part of the scoping process itself.
  - Tony said there will be a Public Hearing in November on the full study and the work performed thus far.

Brad Heimlich presented the current recommendations:

### West leg

Keep the existing 68<sup>th</sup>/70<sup>th</sup> Street interchange in its current configuration; implement a collector-distributor road concept between the western project limit and the Hawley Road interchange.

### Cemetery

- Double-deck, all-up configuration with eastbound I-94 over westbound I-94 lanes; or
- 8-lane at grade option, with narrow lanes and minimal inside and outside shoulders

### Stadium

Hybrid of free-flow ramps (from I-94 to Miller Park Way) and diamond-type ramps; two traffic signals will be added to Miller Park Way, for the left-turn movements onto I-94; the interchange has been moved to the south a few hundred feet; and the Mitchell Boulevard interchange has been relocated to 44<sup>th</sup> and 46<sup>th</sup> Streets, within the reconfigured Stadium Interchange

### East leg

Both the 35<sup>th</sup> Street and 25<sup>th</sup>/26<sup>th</sup>/St. Paul/28<sup>th</sup> Street interchanges will be retained, though the easternmost interchange will be reconfigured to have ramps directly to 27<sup>th</sup> Street; I-94 will have braided ramps between the two interchanges; I-94 will be realigned to the south between 32<sup>nd</sup> and 20<sup>th</sup> Streets, to straighten the freeway and improve traffic operations and user safety

Brad explained how the current alternatives were narrowed down, and how access played a major factor in much of the decision-making. He indicated that stakeholder feedback played a major role in the decision to retain the existing interchange configuration at the 68<sup>th</sup>/70<sup>th</sup> Street split diamond

interchange. He explained the primary access concern with the at-grade alternative near the cemeteries (the required elimination of the Hawley Road interchange).

Brad referred to PIM display of entire corridor and suggested that members take time to look at the board after his presentation.

- Michael Murphy asked about cost difference between double-deck and at-grade
  - Brad said that costs are not finalized at this point, but the double-deck would be \$300-350 million (all-up configuration only; either all-down or split-the-difference would be significantly higher than that amount) and at-grade would be approximately \$110 million. Those costs are for the combination of the west leg and the cemetery area (essentially, between 70<sup>th</sup> Street and Mitchell Boulevard).

Brad showed the visualization video, stopping at a number of points to highlight different design features.

- Tom Champa asked about snow removal.
  - Brad explained that this is being studied right now.
- Cheryl asked if there was a video for at-grade.
  - Brad explained it would look very similar to today's configuration, and so wasn't developed as a visualization for the PIM.
- Sandy Rusch asked if there was a west-bound view (underneath the eastbound structure).
  - Brad said that only the eastbound (top level view) has been done.
- Jezamil Vega-Skeels asked how high the double-deck would be.
  - Brad said that the top of the sign bridge on Zablocki Drive is about the same height as the double-deck would be; it is approximately 35-40' above the existing freeway lanes.
- Sandy asked if Zablocki Bridge would stay if double-deck was built.
  - Brad said that under an all-up scenario, the bridge would need to be removed. Zablocki Drive would be moved east, and would be rebuilt next to Mitchell Boulevard. The team is working with a wide range of historic preservation agencies regarding the National Historic Landmark, the bridge, and Zablocki Drive in general.
- Carol asked how the existing footprint would change if I-94 was expanded to eight lanes.
  - Brad showed that a lane would be added without requiring any new property through the cemeteries, but would have narrow lanes and no inside or outside shoulders. This alternative would not require the moving of any local businesses, but would result in the permanent closure of the Hawley Road interchange.
- Paulette Enders asked if shoulders would be lost.
  - Brad said that we would lose shoulders if the at-grade was chosen and that each travel lane would be a foot narrower than desired (11' vs. 12').
  - Tony explained that level of service D cannot be achieved for 2040 traffic volumes, which is a primary purpose and need objective.
- Yehuda Handler asked about crash information.



- Brad referred to the PIM #4 exhibit explaining the crash prediction modeling, and highlighted the major findings.
- Yehuda asked about accident reduction potential.
  - Brad cited the example of the reconstructed Marquette Interchange; in the five years since reconstruction was completed, crashes are half of what occurred in the five years prior to that project's construction.
- Sandy asked if crashes have gone up in area where lanes were narrowed and shoulders reduced.
  - The team explained that the data isn't available as of yet.
  - Brad noted that we also have to look at increased volumes expected in the future, not just current traffic volumes, which would need to travel through reduced lanes.
- Paulette asked if the at-grade alternative is going to be eliminated because of safety.
  - Brad said while safety is a primary focus area, it isn't the only determining factor. Other important considerations include construction cost, environmental impacts, relocations, safety performance, and others. Currently, there has not been a final determination for this area; feedback is being sought at PIM #4, from agencies concerned with the cemeteries and the National Historic Landmark as well as from adjacent home and business owners and municipalities along the corridor.
- Matt Stienstra asked how the Hunger Task Force would be impacted.
  - Brad explained that under the double-deck alternative, no property would be required, access to Hawley Road would be preserved as-is, and the Hawley Road interchange would remain in-place. Under the at-grade option, no property would be required, access to Hawley Road would be preserved as-is, but the Hawley Road interchange would be permanently removed.
- Jezamil asked if crash data comparisons have been made between current freeway and alternatives.
  - Brad indicated that those comparisons have been made, indicating that crashes along the corridor would drop by over 25% if a Modernization alternative were selected over a replace-in-kind reconstruction.
- Sandy asked if the Stadium Interchange would be moved south.
  - Brad said that I-94 has been moved about 200 feet to the south, and the interchange is south of the existing interchange as well.
- Sandy asked about CD lane height.
  - Brad explained that the Stadium Interchange would be a 3-level interchange much like the current Stadium Interchange is, only with different ramp movements and freeway lanes on each of the levels. A fourth level is required, however, to include the Mitchell Boulevard interchange replacement in the vicinity of the Stadium Interchange, which will raise the overall height of the top-level ramps.
- Natanael asked if left-hand ramps were removed.

- Brad said that there would no longer be left-hand ramps along the corridor with any of the remaining alternatives.
- Kris asked about 46th St. and who it accommodates
  - Brad explained that it would provide access to the Miller Park parking lots, the VA complex, and to the Story Hill neighborhood.
- Jim Tarantino asked about the current access patterns to and from the 35th Street interchange.
  - Brad explained that some movements would be eliminated as a result of the use of ramp braids between the Stadium Interchange and the 35<sup>th</sup> Street interchange, and walked through a variety of ramp access changes, highlighting the rerouting required should the modernization alternative be selected. He noted that there are a number of other options for traffic to make those connections, including Miller Park Way, National Avenue, and the existing interchange between Highway 41 and Wisconsin/Wells.

Brad briefly reviewed the updated project schedule board, and touched on the issues related to Section 106 coordination with agencies regarding the VA complex and National Historic Landmark. He then referred to the visual impact assessment renderings demonstrating what a double-deck configuration would look like with a solid-wall vs. an open-wall concept, in a number of locations.

- Jezamil asked if sun exposure and other visualizations are being done instead of just what the wall would look like.
  - Brad explained that noise is being analyzed, visual impacts (including sun exposure) are being looked at in detail, and snow removal will also be studied.

Brad invited the group to look around and ask questions of team members as needed.

Following the informal review and discussion period, the meeting concluded at 11:45am.

**ATTENDANCE RECORD**  
**Community Advisory Committee Meeting #5**  
**I-94 East-West Freeway Corridor Study**  
**Monday, July 29th, 2013**



Attended Meeting	First name	Last name	Organization	e-mail	Phone
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	Bethaney	Bacher-Gresock	FHWA	<a href="mailto:bethaney.bacher-gresock@dot.gov">bethaney.bacher-gresock@dot.gov</a>	
	Diane	Brandt	WA/WM Chamber of Commerce	<a href="mailto:diane@wawmchamber.com">diane@wawmchamber.com</a>	414-302-9901
<i>Thomas H. Champa</i>	Thomas	Champa	Calvary Cemetery and Masoleum	<a href="mailto:champat@archmil.org">champat@archmil.org</a>	414-438-4430
	Matthew	Cryer	Veteran's Administration		
	Dan	Devine	City of West Allis	<a href="mailto:ddevine@westalliswi.gov">ddevine@westalliswi.gov</a>	414-302-8290
<i>Paulette</i>	Paulette	Enders	City of Wauwatosa	<a href="mailto:penders@wauwatosa.net">penders@wauwatosa.net</a>	414-479-9531
	Bob	Greene	Merrill Park	<a href="mailto:bobg@mpna.org">bobg@mpna.org</a>	414-933-7577
<i>Yehuda</i>	Yehuda	Handler	Beth Hamedrosh-Hagodel	<a href="mailto:bhhcem@gmail.com">bhhcem@gmail.com</a>	
	Ron	Hayward	Village of West Milwaukee	<a href="mailto:ronald.hayward@westmilwaukee.org">ronald.hayward@westmilwaukee.org</a>	414-645-1530 x126
<i>Ken Chris</i>	<i>Ken</i> Chris	<i>Junker</i> Hiebert	SEWRPC	<a href="mailto:chiebert@sewrpc.org">chiebert@sewrpc.org</a>	262-547-6721
<i>Natanael</i>	Natanael	Martinez	Layton Blvd. West Neighbors	<a href="mailto:natanael@lbwn.org">natanael@lbwn.org</a>	414-380-4680
<i>Michael</i>	Michael	Murphy	City of Milwaukee	<a href="mailto:mmurph@milwaukee.gov">mmurph@milwaukee.gov</a>	414-286-2221

# ATTENDANCE RECORD

## Community Advisory Committee Meeting #5

### I-94 East-West Freeway Corridor Study

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Attended Meeting	First name	Last name	Organization	e-mail	Phone
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	Alphaeus	Richburg	Wood national Cemetery	<a href="mailto:alphaeus.richburg@va.gov">alphaeus.richburg@va.gov</a>	414-382-5301
	Carol	Robinson	Girl Scouts of America	<a href="mailto:crobinson@gswise.org">crobinson@gswise.org</a>	414-443-3924
	Sandy	Rusch Walton	Story Hill	<a href="mailto:sandy_rusch_walton@hotmail.com">sandy_rusch_walton@hotmail.com</a>	414-302-9591
	Katie	Sanders	Bluemound Heights	<a href="mailto:katie.sanders@yahoo.com">katie.sanders@yahoo.com</a>	414-763-9632
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	Jezamil	Vega-Skeels	Layton Blvd. West Neighbors	<a href="mailto:jezamil@lbwn.org">jezamil@lbwn.org</a>	414-383-9038 x2511
	Ken	Yunker	SEWRPC	<a href="mailto:kyunker@sewrpc.org">kyunker@sewrpc.org</a>	
	Corey	Zetts	Menomonee Valley Partners	<a href="mailto:corey@renewthevalley.org">corey@renewthevalley.org</a>	414-274-4655
				<a href="http://capri-communities.com">capri-communities.com</a>	 262-795-1224
					



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## Community Advisory Committee Meeting #5

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Attended Meeting	First name	Last name	Organization	e-mail	Phone
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	Beth	Foy	Beth Foy	<a href="mailto:bethfoy@execpc.com">bethfoy@execpc.com</a>	
	Ben	Goldsworthy	CH2M Hill	<a href="mailto:benjamin.goldsworthy@ch2m.com">benjamin.goldsworthy@ch2m.com</a>	
<i>Brad Heimlich</i>	Brad	Heimlich	CH2M Hill	<a href="mailto:brad.heimlich@ch2m.com">brad.heimlich@ch2m.com</a>	
<i>Tracy Kaurich</i>	Tracy	Kaurich	CH2M Hill	<a href="mailto:tracy.kaurich@dot.wi.gov">tracy.kaurich@dot.wi.gov</a>	
<i>Kathleen Matson</i>	Kathleen	Matson	HNTB	<a href="mailto:kmatson@hntb.com">kmatson@hntb.com</a>	
	Tom	Pettit	CH2M Hill	<a href="mailto:tpettit@ch2m.com">tpettit@ch2m.com</a>	
<i>Charlie Webb</i>	Charlie	Webb	CH2M Hill	<a href="mailto:cwebb1@ch2m.com">cwebb1@ch2m.com</a>	
<i>Wesley Shemwell</i>	<i>Wes</i>	<i>Shemwell</i>	<i>FHWA</i>	<i>wesley.shemwell@dot.gov</i>	
<i>Wesley Vega-Schick</i>					
<i>Rana Altenburg</i>	Rana	Altenburg	MU	<a href="mailto:rana.altenburg@mu.edu">rana.altenburg@mu.edu</a>	
<i>Matt Stienstra</i>	Matt	Stienstra	Hungry Justice	<a href="mailto:Matt.Stienstra@hungryjustice.org">Matt.Stienstra@hungryjustice.org</a>	

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Attended Meeting	First name	Last name	Organization	e-mail	Phone
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<i>Tony Barth</i>	Tony	Barth	WisDOT	<a href="mailto:tony.barth@dot.wi.gov">tony.barth@dot.wi.gov</a>	
	Carrie	Cox	WisDOT	<a href="mailto:carrie.cox@dot.wi.gov">carrie.cox@dot.wi.gov</a>	
<i>Keegan Dole</i>	Keegan	Dole	WisDOT	<a href="mailto:keegan.dole@dot.wi.gov">keegan.dole@dot.wi.gov</a>	<i>262-548-8701</i>
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	Dewayne	Johnson	WisDOT	<a href="mailto:dewayne.johnson@dot.wi.gov">dewayne.johnson@dot.wi.gov</a>	
<i>Jacob Livermore</i>	Livermore	Jake	WisDOT	<a href="mailto:jacob.livermore@dot.wi.gov">jacob.livermore@dot.wi.gov</a>	<i>262-548-6119</i>
<i>Jason Lynch</i>	Jason	Lynch	WisDOT	<a href="mailto:jason.lynch@dot.wi.gov">jason.lynch@dot.wi.gov</a>	<i>414-750-0538</i>
	Dave	Nguyen	WisDOT	<a href="mailto:david.nguyen@dot.wi.gov">david.nguyen@dot.wi.gov</a>	
<i>Andy Rohde</i>	Andy	Rohde	WisDOT	<a href="mailto:andrew.rohde@dot.wi.gov">andrew.rohde@dot.wi.gov</a>	<i>262-521-4472</i>
	Cameron	Smith	WisDOT	<a href="mailto:cameron.smith@dot.wi.gov">cameron.smith@dot.wi.gov</a>	
	Brett	Wallace	WisDOT	<a href="mailto:brett.wallace@dot.wi.gov">brett.wallace@dot.wi.gov</a>	
<i>Maria Donnelly</i>	Maria	Donnelly	HNTB	<a href="mailto:mdonnelly@hntb.com">mdonnelly@hntb.com</a>	<i>414 559-4250</i>



# Community Advisory Committee Meeting #6

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**June 5, 2014**

Attendees: See sign-in sheets.

## Introductions

Brian Bliesner called the meeting to order at 7:30 AM. He thanked everyone for coming, introduced himself to the group, and asked for participants to introduce themselves. Brad Heimlich gave an outline of what will be discussed and invited the group to ask questions as they arise.

## Schedule

He showed the study schedule and said that it has been extended by 12 months in reaction to public feedback and the refinements made to alternatives based upon that feedback. He noted that the Draft EIS will be completed in November and the public hearing is planned for December. The comment period would continue for 45 days. The preferred alternative will be chosen in early 2015. If funding approval is received, construction would take place in 2019.

## Meeting Purpose and Need

He explained that the goal is to create alternatives to meet Purpose and Need for the project. He showed a slide demonstrating that, within a 7-county region, 32% of the jobs, 26% of the population, and 41% of businesses are within a 5-mile radius of the Stadium Interchange. Brad then defined VMT (vehicle miles traveled) and showed that driving trends are reduced overall for various reasons including teleworking and economic factors. However, studies have shown that interstate travel has continued to increase at a rate of .5%. Brad said that safety is a huge factor in the decision. He noted that the Marquette Interchange reconstruction has reduced crashes by 48%, and severe (injury and fatality) crashes are down 60% over the three-year period since it was formally opened.

## Alternative Update

Brad explained that the project was originally broken down into four segments. This has been reduced to two segments, the West and East Legs.

Brad showed the Hawley Road exhibit and explained that all access at Hawley Road was removed with the 8 lane at grade design, but recently the team was given permission from FHWA to analyze partial access at Hawley Road. He explained that is very preliminary but was designed due to public feedback about retaining access. He said that more research needs to be done to determine if weave distances would be acceptable

- Katie (Bluemound Heights) asked if information would be disseminated about economic impacts if exits were eliminated. Brad explained that it would be analyzed if the

alternative remains and is considered safe. Katie would like economic analysis and traffic diversion numbers with and without Hawley interchange.

- Sandy (Story Hill) clarified what partial access would mean (off eastbound, on westbound). Brad verified that she understood then demonstrated what the alternative routes would be if Hawley was removed. Sandy asked if it was for both alternatives. Brad explained that this was just for the 8 lane at grade since the double deck option maintained all access. Brian explained that it's just a sub alternative of the 8 lane at grade.
- Katie asked about the impacts on 68th street due to diversion traffic. She said that they are already seeing a lot of impacts because of the Zoo construction. She said that both alternatives need that analysis to be done as well.
- Rana said that the team should be demonstrating some creativity in figuring out how to fix the ramp issues. Brad responded that the team is looking at different ways to deal with access.

Brad showed the two primary West Leg exhibits and explained the signals within the Stadium Interchange. Charlie mentioned that participants will have time to look at exhibits before the meeting ends. Brad then showed the East Leg exhibit and explained that alignment is straightened out in order to improve sightlines in response to public feedback. The other is essentially the same as in previous versions.

Brad talked about Story Hill and the impacts that the double deck would have on the area. He showed what cross sections would look like to visualize the height of the double deck in relation to Story Hill.

- Sandy asked if the eastbound lane would be on top. Brad said they'd be side-by-side. Sandy verified that the elevated eastbound lane would be further south. Charlie said she was correct. Brian clarified that further west, they are on top of each other.
- Katie suggested that the team show a similar graphic at the PIMs for 64th St. She said that even just one graphic showing what the highest point would look like would be helpful.
- Carolyn from HNTB asked if the tan areas would be fill or bridges. Brad said they would be fill and the elevated white areas show the bridges. Beth told the group that very large physical models are being created that would help the public visualize the alternatives. She said they would be available at the State Fair and future meetings after the State Fair.
- Katie asked about implementing a retaining wall. Brad said it is early in study for that level of detail but the team is open to suggestions and comments from the public
- Katie asked where the western end inclines/declines. Charlie said around 65th Street.
- Al asked if 68th Street would retain its current configuration. Brad said that it would.

Brad showed the Stadium Interchange exhibit and demonstrated how traffic would flow and where signals would be.

Project costs by category for the 8 lane at grade alternative were explained next using a pie chart graphic. Brad said that 35% of the cost (\$300 million) is for pavement and bridge replacement. 53% (\$465 million) is for the geometric improvement. 12% (\$100 million) is the cost of adding the fourth mainline lane in each direction.

For the double deck alternative, 62% (\$685 million) is for the geometric improvement. 27% (\$300 million) is for pavement and bridge replacement. 11% (\$120 million) is for the addition of a fourth lane.

The next slide showed how Purpose and Need is addressed in each segment and compares the double deck and at-grade alternative.

Brad then showed a slide discussing the timeline of the alternatives throughout the project. Brad reinforced that the half-diamond interchange is fairly new and needs to be studied at length because of geometric constraints, but that it had been created due to the public's concerns about eliminating Hawley Road access.

- Al asked about the presence of an emergency lane or shoulders in the 8 lane at grade alternative. Brad verified that there would not be emergency lanes for the short section through the cemetery. Brad showed that there are emergency shoulders on the double deck alternative, however.

## Section 106 Process

Charlie presented the environmental and historical ramifications of the project. He explained the purpose of the Environmental Impact Statement and what is outlined within the document. He said that the historical impacts have been a significant part of this study. He showed the cemeteries and explained that Wood National Cemetery and the buildings around it are national historic landmarks, which are protected at a national and state level. He then explained that the double deck would have adverse effects on the cemetery. Calvary and Story Hill are eligible for listing on the National Register of Historical Places. He explained that a determination needs to be made as to whether or not the double deck will have an adverse effect. He explained that the current alternatives were chosen based on avoiding direct impacts, such as grave removal. The next question is how to mitigate the impacts, and that is where the study is at this point.

- Carolyn asked about the determination of Story Hill and if there are adverse effects with the at-grade alternative. Charlie said that the 8 lane at grade would not have an adverse effect.

## Public Information

Beth Foy said that the newsletters and ads for the public information meetings have been placed in various places. She said that the meetings are taking place at Marquette University High School and the Pettit National Ice Center. She mentioned that the TAC and Elected Officials meetings were taking place today and that team members will also be at State Fair in

the expo center. She explained that physical models are being created and will be available for State Fair and beyond. She said that the team is happy to speak at neighborhood meetings, but noted that the models are very large and may not fit in every venue. She said they will also be available at the public hearings.

- Sandy clarified that the two PIMs and State Fair are the only two formal meetings left before the hearing. Brad said those are the only two formal settings, but more meetings will definitely occur before the hearing and that groups can always ask if they would like the team to meet with them.
- He said the DEIS would be done in November and the hearing held in December. Brian explained that January or February is when the preferred alternative would be chosen based upon the Public Hearing. Sandy asked where the Final EIS would go. Charlie said lawmakers, cities or anyone else who requests it would receive copies.
- Sandy asked about how funding was determined and whether or not it's voted on. Brian said it would be decided by legislature, but that the funding process is separate from environmental process. Brad stressed that there is no preferred alternative at this point. He said there are pros and cons for each alternative. Cost, impacts, etc. are all crucial parts of the decision. All have to be weighed out and public feedback will also be a factor.

Brad ended the formal part of meeting at 8:30 AM and invited the group to view exhibits and ask questions.



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Attended Meeting	Last name	First name	Organization	e-mail	Phone
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<i>Diane Brandt</i>	Brandt	Diane	WA/WM Chamber of Commerce	<a href="mailto:diane@wawmchamber.com">diane@wawmchamber.com</a>	414-302-9901
	Champa	Thomas	Calvary Cemetery and Masoleum	<a href="mailto:champat@archmil.org">champat@archmil.org</a>	414-438-4430
	Cryer	Matthew	Veteran's Administration	<a href="mailto:'Matthew.Cryer@va.gov'">'Matthew.Cryer@va.gov'</a>	
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	Cox	Carrie	WisDOT	<a href="mailto:carrie.cox@dot.wi.gov">carrie.cox@dot.wi.gov</a>	
<i>[Signature]</i>	Dole	Keegan	WisDOT	<a href="mailto:keegan.dole@dot.wi.gov">keegan.dole@dot.wi.gov</a>	
	Farrenkopf	Kurt	Kapur	<a href="mailto:kfarrenkopf@kapur-assoc.com">kfarrenkopf@kapur-assoc.com</a>	
X	Foy	Beth	Beth Foy	<a href="mailto:bethfoy@execpc.com">bethfoy@execpc.com</a>	
<i>P. S. G.</i>	Gates	Dylan	WisDOT	<a href="mailto:dylan.gates@dot.wi.gov">dylan.gates@dot.wi.gov</a>	
	Goldsworthy	Ben	CH2M Hill	<a href="mailto:benjamin.goldsworthy@ch2m.com">benjamin.goldsworthy@ch2m.com</a>	
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<i>Tracy Kaurich</i>	Kaurich	Tracy	CH2M Hill	<a href="mailto:tracy.kaurich@dot.wi.gov">tracy.kaurich@dot.wi.gov</a>	
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Attended Meeting	Last name	First name	Organization	e-mail	Phone
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<i>at RLL</i>	Rohde	Andy	WisDOT	<a href="mailto:andrew.rohde@dot.wi.gov">andrew.rohde@dot.wi.gov</a>	
X	Seboe	Carolyn	HNTB	<a href="mailto:CSeboe@HNTB.com">CSeboe@HNTB.com</a>	
	Smith	Cameron	WisDOT	<a href="mailto:cameron.smith@dot.wi.gov">cameron.smith@dot.wi.gov</a>	
X	Treazise	Mike	WisDOT	<a href="mailto:michael.treazise@dot.wi.gov">michael.treazise@dot.wi.gov</a>	
	Waldschmidt	Jay	WisDOT	<a href="mailto:jay.waldschmidt@dot.wi.gov">jay.waldschmidt@dot.wi.gov</a>	
	Wallace	Brett	WisDOT	<a href="mailto:brett.wallace@dot.wi.gov">brett.wallace@dot.wi.gov</a>	
X	Webb	Charlie	CH2M Hill	<a href="mailto:cwebb1@ch2m.com">cwebb1@ch2m.com</a>	
	<i>SHEMWELL</i>	<i>WES</i>	<i>FHWA</i>		